

BEFORE THE DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C.

Application of:)
)
)
Mountain Air Cargo, Inc.)
)
for issuance of a Certificate)
of Public Necessity and)
Convenience in accordance with)
49 U.S.C. § 41102)
_____)

DOCKET No. _____

NOTICE: APPLICATION OF MOUNTAIN AIR CARGO INC. FOR CERTIFICATE OF
PUBLIC CONVENIENCE AND NECESSITY TO ENGAGE IN FOREIGN NON-
SCHEDULED ALL-CARGO AIR TRANSPORTATION UNDER 49 U.S.C. § 41102

Communication with respect to this document should be sent to:

Michael Bandalan
Chief Executive Officer and President
Mountain Air Cargo, Inc.
5930 Balsom Ridge Road
Denver, North Carolina 28037
Phone: 828-466-6700
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Mark Jundt
General Counsel
AirT, Inc.
5000 W 36th Street, Suite 200
Minneapolis, MN 55416
Phone: 612-310-6379
Email: mjundt@airt.net

Notice: Any person who wishes to support or oppose this application must file an answer by October 23, 2021, and serve that answer on all persons served with this application.

BEFORE THE DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C.

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Application of:)	
)	
Mountain Air Cargo, Inc.)	
)	DOCKET No. <hr style="display: inline-block; width: 150px; vertical-align: middle;"/>
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Convenience in accordance with)	
49 U.S.C. § 41102)	
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APPLICATION OF MOUNTAIN AIR CARGO, INC.

In accordance with the requirements set forth in 14 C.F.R. §204.5(d), Mountain Air Cargo, Inc. (hereafter “MAC”) files information set forth below in support of its proposal to be granted a Certificate of Public Convenience and Necessity, issued under 49 U.S.C. §41102 and 14 C.F.R. part 204, to engage in foreign non-scheduled all-cargo air transportation as an air carrier. As demonstrated in this Application, MAC is fit, willing and able to hold and exercise the requested authority.

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II. Background and a Brief narrative History of Mountain Air Cargo, Inc.

MAC is the holder of Air Carrier Certificate No. MTNA123B, issued pursuant to 14 C.F.R. part 119,¹ and Operations Specifications (hereafter “OpSpecs”) issued under parts 121 and 135 of the FAA regulations.² MAC also holds Air Agency Certificate No. MTND123B and appropriate ratings (hereafter “Repair Station Certificate”), issued under part 145 of the FAA regulations, 14 C.F.R. part 145, a copy of MAC’s Air Agency Certificate is attached as Exhibit “3”.³

MAC’s corporate headquarters is located in Denver, North Carolina. MAC’s main maintenance facility, which is rated to perform heavy maintenance, is located at Kinston Regional Jetport, in the city of Kinston, North Carolina.⁴

MAC is a wholly-owned subsidiary of AirT, Inc. (hereafter “AirT”), which was established in 1980. AirT is a decentralized holding company with ownership interests in a broad-based set of operating and financial assets that are designed to expand, strengthen, and diversify the company’s earnings power.

MAC is an experienced express cargo carrier providing flight and maintenance services in the eastern half of the United States and the Caribbean Islands. It provides an array of express cargo solutions for all its customers with the highest quality service and on-time delivery. The

¹ A copy of MAC’s air carrier certificate is attached as Exhibit “1.”

² A copy of MAC’s Operations Specification A001, Issuance and Applicability, is attached as Exhibit “2.”

³ Part 145 of the FAA regulations refers to a “Repair Station” certificate. A repair station certificate is a type of Air Agency Certificate, which the Administrator of the Federal Aviation Administration issues pursuant to the authority set forth in 49 U.S.C. § 44702. MAC’s air agency certificate authorizes it to perform maintenance on airplanes and airplane parts.

⁴ Kinston Regional Jetport is a public airport located three miles (5 km) northwest of the central business district of Kinston, North Carolina. The maintenance facility is approximately four hours east of MAC’s corporate headquarters.

company's full complement of technical and management support infrastructure allows MAC to be responsive to its needs.

MAC was established in 1982. Today, MAC operates and maintains 25 Cessna CE-208 (Caravans), 8 Avions de Transport Regional (hereafter "ATR") 42 aircraft, and 9 ATR-72 aircraft that fly more than 100 daily part 121 and part 135 cargo flights throughout the Eastern United States and upper Midwest, and in the Caribbean. MAC pilots and mechanics are based in over 50 cities.⁵

MAC has a relationship with FedEx spanning over 40 years and is one of seven companies in the United States that serves as a North American feeder airline under contract with FedEx. FedEx owns all of the Cessna CE-208, ATR-42, and ATR-72 aircraft operated by MAC. MAC's revenues principally derive from "dry-lease" service contracts with FedEx. Under these "dry- lease" contracts, FedEx provides the aircraft and MAC provides its own crew and exercises operational control over all MAC flights.

MAC's Air Carrier Certificate and part 121 and part 135 OpsSpecs, and MAC's Air Agency Certificate authorize MAC to operate and maintain aircraft that can carry a maximum cargo capacity of 3,200 pounds on the Cessna Caravan 208B under Part 135 and a maximum cargo capacity of 14,000 pounds for the ATR-42, and 17,800 pounds for the ATR-72 aircraft under Part 121.

The Cessna Caravan 208B aircraft are maintained under an FAA Approved Aircraft Inspection Program (hereafter "AAIP"). The inspection intervals range from 100 to 200 hours. The current engine overhaul period on the Cessna aircraft is 8,000 hours.

⁵ MAC has a high retention rate among its employees. Many of its pilots, mechanics, support personnel, and management staff (approximately 13%) have been employed by MAC for more than 20 years.

The ATR-42 and ATR-72 aircraft are maintained under a FAA Part 121 continuous airworthiness maintenance program. The program consists of A and C service checks as well as calendar checks ranging from weekly to 12 years in duration. The engine overhaul period is 6,000 hours.

III. MAC's Objective is to Become an Foreign Non-Scheduled All-Cargo Part 121 Air Carrier

MAC is proposing to obtain a new certificate of public convenience and necessity, issued under 49 U.S.C. §41102 and 14 C.F.R. part 204, authorizing it to provide foreign non-scheduled all-cargo air transportation as an air carrier. MAC also proposes to add an ATR-600F aircraft to its part 121 fleet.

IV. MAC's Ownership Information

A. Applicant Information:

Mountain Air Cargo, Inc.
5930 Balsom Ridge Road
Denver, North Carolina, 28037
1-828-466-6700

B. Form of the Air Carrier's Organization and State of Organization

MAC is a corporation organized under the laws of the State of North Carolina.⁶

C. Certificate of Good Standing

⁶ Attached as Exhibit "4" are copies of the following documents relevant to the organization of MAC: Articles of Incorporation of Hope Springs Aviation Company, Inc., dated December 20, 1982; Articles of Merger of Mountain Air Cargo, Inc., into Hope Springs Aviation Company, Inc., dated March 27, 1986 (the surviving corporation was Hope Springs Aviation Company); Articles of Amendment of Hope Springs Aviation Company, Inc, in which Hope Springs Aviation Company, Inc. changed its name to Mountain Air Cargo, Inc.; and Articles of Merger of CSA Air, Inc. Into Mountain Air Cargo, Inc., dated June 23, 1992, in which Hope Springs Aviation Company, Inc. merged with Mountain Air Cargo, Inc. and Mountain Air Cargo, Inc. was the surviving company. These four documents hereafter will be referred to as "MAC's Organizing Documents."

A Certificate in Good Standing or its equivalent from the State of North Carolina, the state of incorporation, is attached as Exhibit “5.”⁷

D. Affidavit of United States Citizenship

A sworn Affidavit stating that MAC is a United States citizen is attached as Exhibit “6.”

E. The Identity of Key Personnel Currently Employed by MAC⁸

1. Michael Bandalan is MAC’s Chief Executive Officer and President and is a United States citizen. Mr. Bandalan’s Affidavit of United States citizenship, Compliance Questionnaire,⁹ and Resume, detailing his experience, expertise, and responsibilities, are attached as Exhibit “7.”
2. Mary Ann Armstrong, CPA MAC’s Chief Financial Officer and is a United States citizen. Ms. Armstrong’s Compliance Questionnaire,¹⁰ which states she is a United States citizen, and her Resume, detailing her experience, expertise, and responsibilities, are attached as Exhibit “8.”
3. Kenneth L. Troyer is MAC’s Vice President of Flight Operations and is a United States citizen. Mr. Troyer’s Compliance Questionnaire,¹¹ which states he is a United States citizen, and his Resume, detailing his experience, expertise, and responsibilities, are attached as Exhibit “9.”

⁷ The Certificate of Existence issued by the State of North Carolina, the state of incorporation, is a document similar to a certificate in Good Standing.

⁸ “Key Personnel” include the Directors, the President, CEO, COO, all V.P.’s, the Director or Supervisor of Operations, Maintenance, Safety, and Finance, and the Chief Pilot and Chief Inspector, as well as any full or part-time advisors or consultants to management

⁹ Mr. Bandalan’s Compliance Questionnaire includes an 18 U.S.C. § 1001 Certification.

¹⁰ Ms. Armstrong’s Compliance Questionnaire includes an 18 U.S.C. § 1001 Certification.

¹¹ Mr. Troyer’s Compliance Questionnaire includes an 18 U.S.C. § 1001 Certification.

4. Christina H. McMahon, CPASPHR is MAC's Controller and is a United States citizen. Ms. McMahon's Compliance Questionnaire,¹² which states she is a United States citizen, and her Resume, detailing her experience, expertise, and responsibilities, are attached as Exhibit "10."
5. Adam Bishop is MAC's Manager of Operations Control Center and is a United States citizen. Mr. Bishop's Compliance Questionnaire,¹³ which states he is a United States citizen, and his Resume, detailing his experience, expertise, and responsibilities, are attached as Exhibit "11."
6. Victor Bradley is MAC's General Manager/Accountable Manager and is a United States citizen. Mr. Bradley's Compliance Questionnaire,¹⁴ which states he is a United States citizen, and his Resume, detailing his experience, expertise, and responsibilities, are attached as Exhibit "12."
7. Robbie L. Gilbert is MAC's Part 135 Technical Support Supervisor and is a United States citizen. Mr. Gilbert's Compliance Questionnaire,¹⁵ which states he is a United States citizen, and his Resume, detailing his experience, expertise, and responsibilities, are attached as Exhibit "13."
8. Brian Dean Lander is MAC's Director of Operations and is a United States citizen. Mr. Lander's Compliance Questionnaire,¹⁶ which states he is a United States citizen, and his Resume, detailing his experience, expertise, and responsibilities, are attached as Exhibit "14."

¹² Ms. McMahon's Compliance Questionnaire includes an 18 U.S.C. § 1001 Certification.

¹³ Mr. Bishop's Compliance Questionnaire includes an 18 U.S.C. § 1001 Certification.

¹⁴ Mr. Bradley's Compliance Questionnaire includes an 18 U.S.C. § 1001 Certification.

¹⁵ Mr. Gilbert's Compliance Questionnaire includes an 18 U.S.C. § 1001 Certification.

¹⁶ Mr. Lander's Compliance Questionnaire includes an 18 U.S.C. § 1001 Certification.

9. Gregory J. Kirian is MAC's Vice President/Director of Maintenance and is a United States citizen. Mr. Kirian's Compliance Questionnaire,¹⁷ which states he is a United States citizen, and his Resume, detailing his experience, expertise, and responsibilities, are attached as Exhibit "15."
10. Michael N. Magor is MAC's Director of Quality/Chief Inspector and is a United States citizen. Mr. Magor's Compliance Questionnaire,¹⁸ which states he is a United States citizen, and his Resume, detailing his experience, expertise, and responsibilities, are attached as Exhibit "16."
11. Peter B. Tutak is MAC's Chief Pilot and is a United States citizen. Mr. Tutak's Compliance Questionnaire,¹⁹ which states he is a United States citizen, and his Resume, detailing his experience, expertise, and responsibilities, are attached as Exhibit "17."
12. Richard S. Salter is MAC's Director of Safety and is a United States citizen. Mr. Salter's Compliance Questionnaire,²⁰ which states he is a United States citizen, and his Resume, detailing his experience, expertise, and responsibilities, are attached as Exhibit "18."

F. Identity of Key Personnel MAC Proposes To Employ.

MAC does not intend to employ any new key personnel.

G. MAC's Company Board of Directors

¹⁷ Mr. Kirian's Compliance Questionnaire includes an 18 U.S.C. § 1001 Certification.

¹⁸ Mr. Magor's Compliance Questionnaire includes an 18 U.S.C. § 1001 Certification.

¹⁹ Mr. Tutak's Compliance Questionnaire includes an 18 U.S.C. § 1001 Certification.

²⁰ Mr. Salter's Compliance Questionnaire includes an 18 U.S.C. § 1001 Certification.

1. Nick Swenson, who is a United States Citizen. A sworn Affidavit stating that Mr. Swenson is a United States citizen, his executed Compliance Questionnaire,²¹ and a copy of his Biography, detailing his experience, expertise, and responsibilities, are attached. *See* Exhibit “19.”
2. Michael Bandalan, who is a United States Citizen. A sworn Affidavit stating that Mr. Bandalan is a United States citizen, his executed Compliance Questionnaire, and a copy of his Resume, detailing his experience, expertise, and responsibilities, are attached. *See* Exhibit “6.”
3. Mary Ann Armstrong, who is a United States Citizen. A sworn Affidavit stating that Ms. Armstrong is a United States citizen, her executed Compliance Questionnaire, and a copy of her Resume, detailing his experience, expertise, and responsibilities, are attached. *See* Exhibit “10.”
4. Brian Ochocki, who is a United States Citizen. A sworn Affidavit stating that Mr. Ochocki is a United States citizen, his executed Compliance Questionnaire,²² and a copy of his Biography, detailing his experience, expertise, and responsibilities, are attached. *See* Exhibit “20.”

H. MAC’s Corporate Structure

1. MAC is a wholly owned subsidiary of AirT. AirT, which was established in 1980, is publicly traded on the NASDAQ stock exchange. AirT is a decentralized holding company with ownership interests in a broad-based set of operating and financial assets that are designed to expand, strengthen, and diversify the

²¹ Mr. Swenson’s Compliance Questionnaire includes an 18 U.S.C. § 1001 Certification.

²² Mr. Ochocki’s Compliance Questionnaire includes an 18 U.S.C. § 1001 Certification.

company's earnings power. A detailed discussion of AirT, including the information required by 14 C.F.R. 204.3, is set forth in Section V., entitled "AirT."

I. MAC's Financial Information

1. MAC's relevant financial information is contained in the following financial statements:

a. Mountain Air Cargo, Inc.'s Financial Statements for the Years Ended March 31, 2021, 2020, and 2019 (Unaudited), a copy of which is attached as Exhibit "21."²³

b. Mountain Air Cargo, Inc.'s Financial Statements for the 3 Months Ended June 30, 2021, a copy of which is attached as Exhibit "22."²⁴

J. Status of All Pending Investigations

The following includes all enforcement actions, and formal complaints filed by DOT, including FAA, involving MAC, or any personnel employed by MAC regarding compliance with the statute or orders, rules, regulations, or requirements issued pursuant to the statute, and any corrective actions taken.

1. MAC - To the best of MAC's knowledge, there are no pending investigations, enforcement actions, or formal complaints filed by the DOT or any of its modal administrations, including the FAA, involving MAC. *See* MAC's Compliance Questionnaire, a copy of which is attached as Exhibit "23."

2. Personnel currently employed by MAC:

²³ Exhibit "21" contains the information required by 14 C.F.R. § 204.33(k).

²⁴ Exhibit "22" contains the information required by 14 C.F.R. § 204.33(k).

- a. Michael Bandalan – There are no pending investigations, enforcement actions, or formal complaints filed by the DOT or any of its modal administrations, including the FAA, involving Michael Bandalan. *See* Exhibit “7.”
- b. Mary Ann Armstrong – There are no pending investigations, enforcement actions, or formal complaints filed by the DOT or any of its modal administrations, including the FAA, involving Mary Ann Armstrong Bandalan. *See* Exhibit “8.”
- c. Kenneth L. Troyer – There are no pending investigations, enforcement actions, or formal complaints filed by the DOT or any of its modal administrations, including the FAA, involving Kenneth L. Troyer. *See* Exhibit “9.”
- d. Christina H. McMahon – There are no pending investigations, enforcement actions, or formal complaints filed by the DOT or any of its modal administrations, including the FAA, involving Christina H. McMahon. *See* Exhibit “10.”
- e. Adam Elijah Bishop Michael Bandalan – There are no pending investigations, enforcement actions, or formal complaints filed by the DOT or any of its modal administrations, including the FAA, involving Adam Elijah Bishop. *See* Exhibit “11.”
- f. Victor Bradley – There are no pending investigations, enforcement actions, or formal complaints filed by the DOT or any of its modal

administrations, including the FAA, involving Victor Bradley. *See* Exhibit “12.”

- g. Robbie L. Gilbert – There are no pending investigations, enforcement actions, or formal complaints filed by the DOT or any of its modal administrations, including the FAA, involving Robbie L. Gilbert. *See* Exhibit “13.”
- h. Brian Dean Lander - There are no pending investigations, enforcement actions, or formal complaints filed by the DOT or any of its modal administrations, including the FAA, involving Brian Dean Lander. *See* Exhibit “14.”
- i. Gregory J. Kirian - There are no pending investigations, enforcement actions, or formal complaints filed by the DOT or any of its modal administrations, including the FAA, involving Gregory J. Kirian. *See* Exhibit “15.”
- j. Michael N. Magor - Michael Bandalan – There are no pending investigations, enforcement actions, or formal complaints filed by the DOT or any of its modal administrations, including the FAA, involving Michael N. Magor. *See* Exhibit “16.”
- k. Peter B. Tutak - There are no pending investigations, enforcement actions, or formal complaints filed by the DOT or any of its modal administrations, including the FAA, involving Peter B. Tutak. *See* Exhibit “17.”
- l. Richard S. Salter - There are no pending investigations, enforcement actions, or formal complaints filed by the DOT or any of its modal

administrations, including the FAA, involving Richard S. Salter. *See* Exhibit “18.”

K. List of All Actions and Outstanding Judgments greater than \$5,000 against MAC, Key Personnel Employed (or to be employed by MAC), or Any Person Having a Substantial Interest in MAC

1. MAC - To the best of MAC’s knowledge, two lawsuits have been filed against MAC seeking damages greater than \$5000. *See* Exhibit “23.”
2. Actions and outstanding judgments greater than \$5,000 against persons having a substantial interest in MAC:
 - a. AirT – One lawsuit has been filed against AirT seeking damages greater than \$5,000. *See* AirT’s Compliance Questionnaire which, along with AirT’s Affidavit of U.S. citizenship, is attached as Exhibit “24.”
3. Actions and outstanding judgments greater than \$5,000 against Key Personnel Employed or to be employed by MAC:
 - a. Michael Bandalan – There are no actions or outstanding judgments greater than \$5,000 against Michael Bandalan. *See* Exhibit “7.”
 - b. Mary Ann Armstrong - There are no actions or outstanding judgments greater than \$5,000 against Mary Ann Armstrong. *See* Exhibit “8.”
 - c. Kenneth L. Troyer - There are no actions or outstanding judgments greater than \$5,000 against Kenneth L. Troyer. *See* Exhibit “9”
 - d. Christina H. McMahon - There are no actions or outstanding judgments greater than \$5,000 against Christina H. McMahon. *See* Exhibit “10.”
 - e. Adam Elijah Bishop – There are no actions or outstanding judgments greater than \$5,000 against Adam Elijah Bishop. *See* Exhibit “11.”

- f. Victor Bradley - There are no actions or outstanding judgments greater than \$5,000 against Victor Bradley. *See* Exhibit “12.”
- g. Robbie LK. Gilbert - There are no actions or outstanding judgments greater than \$5,000 against Robbie L. Gilbert. *See* Exhibit “13.”
- h. Brian Dean Lander - There are no actions or outstanding judgments greater than \$5,000 against Brian Dean Lander. *See* Exhibit “14.”
- i. Gregory J. Kirian - There are no actions or outstanding judgments greater than \$5,000 against Gregory J. Kirian. *See* Exhibit “15.”
- j. Michael N. Magor - There are no actions or outstanding judgments greater than \$5,000 against Michael N. Magor. *See* Exhibit “16.”
- k. Peter B. Tutak - There are no actions or outstanding judgments greater than \$5,000 against Peter B. Tutak. *See* Exhibit “17.”
- l. Richard S. Salter - There are no actions or outstanding judgments greater than \$5,000 against Richard S. Salter. *See* Exhibit “18.”

L. List of All Actions and Outstanding Judgments less than \$5,000 against MAC, Key Personnel Employed (or to be employed) by MAC, or Any Person Having a Substantial Interest in MAC

- 1. MAC - To the best of MAC’s knowledge, there are no actions or outstanding judgements less than \$5,000 against MAC. *See* Exhibit “23.”
- 2. Actions or outstanding judgements less than \$5,000 against any person having a substantial interest in MAC.
 - a. AirT – To the best of MAC’s knowledge, there are no actions or outstanding judgements less than 5,000 against AirT. *See* Exhibit “24.”

3. Actions and outstanding judgments less than \$5,000 against employed (or to be employed), by MAC:
- a. Michael Bandalan - There are no actions or outstanding judgments less than \$5,000 against Michael Bandalan. *See* Exhibit “7.”
 - b. Mary Ann Armstrong - There are no actions or outstanding judgments less than \$5,000 against Mary Ann Armstrong. *See* Exhibit “8.”
 - c. Kenneth L. Troyer - There are no actions or outstanding judgments less than \$5,000 against Kenneth L. Troyer. *See* Exhibit “9.”
 - d. Christina H. McMahon - There are no actions or outstanding judgments less than \$5,000 against Christina H. McMahon. *See* Exhibit “10.”
 - e. Adam Elijah Bishop - There are no actions or outstanding judgments less than \$5,000 against Adam Elijah Bishop. *See* Exhibit “11.”
 - f. Victor Bradley - There are no actions or outstanding judgments less than \$5,000 against Victor Bradley. *See* Exhibit “12.”
 - g. Robbie L. Gilbert - There are no actions or outstanding judgments less than \$5,000 against Victor Bradley. *See* Exhibit “13.”
 - h. Brian Dean Lander - There are no actions or outstanding judgments less than \$5,000 against Brian Dean Lander. *See* Exhibit “14.”
 - i. Gregory J. Kirian - There are no actions or outstanding judgments less than \$5,000 against Gregory J. Kirian. *See* Exhibit “15.”
 - j. Michael N. Magor - There are no actions or outstanding judgments less than \$5,000 against Michael N. Magor. *See* Exhibit “16.”

k. Peter B. Tutak - There are no actions or outstanding judgments less than \$5,000 against Peter B. Tutak. *See* Exhibit “17.”

l. Richard S. Salter - There are no actions or outstanding judgments less than \$5,000 against Richard S. Salter. *See* Exhibit “18.”

M. MAC’s Fleet of Aircraft

1. MAC dry leases the aircraft listed immediately below, from FedEx, to conduct operations under 14 C.F.R. part 121. The aircraft are identified on MAC’s Operations Specification D085, a copy of which is attached as Exhibit “25.”

<u>Registration No.</u>	<u>Serial No.</u>	<u>Nose Number, If Available</u>	<u>Aircraft M/M/S</u>
N909FX	275	909	ATR-42-300
N910FX	277	910	ATR-42-300
N914FX	293	914	ATR-42-300
N915FX	269	915	ATR-42-300
N918FX	262	918	ATR-42-300
N920FX	325	920	ATR-42-300
N906FX	280	906	ATR-42-320
N907FX	286	907	ATR-42-320
N810FX	220	810	ATR-72-202

N811FX	283	811	ATR-72-202
N800FX	336	800	ATR-72-212
N802FX	344	802	ATR-72-212
N804FX	370	804	ATR-72-212
N806FX	375	806	ATR-72-212
N812FX	404	812	ATR-72-212
N820FX	248	820	ATR-72-212
N821FX	253	821	ATR-72-212

2. MAC dry leases the aircraft listed immediately below from FedEx, to conduct operations under 14 C.F.R. part 135. The aircraft are identified on MAC's Operations Specification D085. *See* Exhibit "25."

Registration No.	Serial No.	Aircraft M/M/S
N715FX	044D	CE-208-B
N729FX	0474	CE-208-B
N740FX	0484	CE-208-B

N747FE	0238	CE-208-B
N764FE	0258	CE-208-B
N792FE	0290	CE-208-B
N831FE	0225	CE-208-B
N848FE	0157	CE-208-B
N849FE	0162	CE-208-B
N851FE	0166	CE-208-B
N853FE	0170	CE-208-B
N855FE	0203	CE-208-B
N862FE	0184	CE-208-B
N869FE	0195	CE-208-B
N874FE	0205	CE-208-B
N887FE	0216	CE-208-B
N950FE	0056	CE-208-B
N973FE	00987	CE-208-B
N985FX	2369	CE-208-B
N986FX	2377	CE-208-B

N987FX	2390	CE-208-B
N988FX	2400	CE-208-B
N989FX	2403	CE-208-B
N990FX	2276	CE-208-B
N999FE	0231	CE-208-B

3. MAC intends to dry-lease one ATR 600 F aircraft from FedEx.
4. MAC attests that each aircraft that it leases has been certified by the FAA and currently complies with all FAA safety standards. *See* MAC's Affidavit of Safety Compliance, a copy of which is attached as Exhibit "26."

N. Status of All Pending Investigations

This includes all enforcement actions, and formal complaints filed by the Department, including the FAA, involving MAC, any personnel employed (or to be employed) by MAC, or person having a substantial interest in MAC, regarding the compliance with the statute, and any corrective actions taken.

1. MAC - To the best of MAC's knowledge, there are no pending investigations, enforcement actions, or formal complaints filed by the Department, including the FAA, involving MAC. *See* Exhibit "23."
2. Pending investigations, enforcement actions, and formal complaints filed by the Department, including the FAA, involving persons having a substantial interest in MAC:

- a. AirT – To the best of MAC’s knowledge, there are no pending investigations, enforcement actions, and formal complaints filed by the Department, including the FAA, involving AirT, which has a substantial interest in MAC. *See* Exhibit “24.”
- 3. Pending investigations, enforcement actions, and formal complaints filed by the Department, including the FAA, involving personnel employed (or to be employed) by MAC:
 - a. Michael Bandalan - There are no pending investigations, enforcement actions, or formal complaints filed by the Department, including the FAA, involving Michael Bandalan. *See* Exhibit “7.”
 - b. Mary Ann Armstrong - There are no pending investigations, enforcement actions, or formal complaints filed by the Department, including the FAA, involving Mary Ann Armstrong. *See* Exhibit “8.”
 - c. Kenneth L. Troyer - There are no pending investigations, enforcement actions, or formal complaints filed by the Department, including the FAA, involving Kenneth L. Troyer. *See* Exhibit “9.”
 - d. Christina H. McMahon - There are no pending investigations, enforcement actions, or formal complaints filed by the Department, including the FAA, involving Christina H. McMahon. *See* Exhibit “10.”
 - e. Adam Elijah Bishop - There are no pending investigations, enforcement actions, or formal complaints filed by the Department, including the FAA, involving Adam Elijah Bishop. *See* Exhibit “11.”

- f. Victor Bradley - There are no pending investigations, enforcement actions, or formal complaints filed by the Department, including the FAA, involving Victor Bradley. *See* Exhibit “12.”
- g. Robbie L. Gilbert - There are no pending investigations, enforcement actions, or formal complaints filed by the Department, including the FAA, involving Robbie L. Gilbert. *See* Exhibit “13.”
- h. Brian Dean Lander - There are no pending investigations, enforcement actions, or formal complaints filed by the Department, including the FAA, involving Brian Dean Lander. *See* Exhibit “14.”
- i. Gregory J. Kirian - There are no pending investigations, enforcement actions, or formal complaints filed by the Department, including the FAA, involving Gregory J. Kirian. *See* Exhibit “15.”
- j. Michael N. Magor - There are no pending investigations, enforcement actions, or formal complaints filed by the Department, including the FAA, involving Michael N. Magor. *See* Exhibit “16.”
- k. Peter B. Tutak - There are no pending investigations, enforcement actions, or formal complaints filed by the Department, including the FAA, involving Peter B. Tutak. *See* Exhibit “17.”
- l. Richard S. Salter - There are no pending investigations, enforcement actions, or formal complaints filed by the Department, including the FAA, involving Richard S. Salter. *See* Exhibit “18.”

O. All Charges of Unfair or Deceptive or Anticompetitive Business Practices

This includes charges of Unfair or Deceptive or Anticompetitive Business Practices, or Fraud, Felony or Antitrust Violation, Brought Against MAC or Person Having a Substantial Interest in MAC, or Member of the Key Personnel Employed (or to be employed) by MAC in the Past 10 years.

1. MAC - To the best of MAC's knowledge, there have not been any charges of unfair or deceptive or anticompetitive business practices, or fraud, felony, or antitrust violation, brought against MAC in the past 10 years. *See Exhibit "23."*
2. All charges of unfair or deceptive or anticompetitive business practices, or fraud, felony, or antitrust violation, brought against a person having a substantial interest in MAC in the past 10 years.
 - a. AirT – To the best of MAC's knowledge, there have not been any charges of unfair or deceptive or anticompetitive business practices, or fraud, felony or antitrust violation, brought against AirT, which has a substantial interest in MAC, in the past 10 years. *See Exhibit "24."*
3. All charges of unfair or deceptive or anticompetitive business practices, or fraud, felony, or antitrust violation, brought against a member of the key personnel employed (or to be employed) by MAC in the past 10 years:
 - a. Michael Bandalan - There have not been any charges of unfair or deceptive or anticompetitive business practices, or fraud, felony, or antitrust violation, brought against Michael Bandalan in the past 10 years. *See Exhibit "7."*

- b. Mary Ann Armstrong - There have not been any charges of unfair or deceptive or anticompetitive business practices, or fraud, felony, or antitrust violation, brought against Mary Ann Armstrong in the past 10 years. *See* Exhibit “8.”
- c. Kenneth L. Troyer - There have not been any charges of unfair or deceptive or anticompetitive business practices, or fraud, felony, or antitrust violation, brought against Kenneth L. Troyer in the past 10 years. *See* Exhibit “9.”
- d. Christina H. McMahon - There have not been any charges of unfair or deceptive or anticompetitive business practices, or fraud, felony, or antitrust violation, brought against Christina H. McMahon in the past 10 years. *See* Exhibit “10.”
- e. Adam Elijah Bishop - There have not been any charges of unfair or deceptive or anticompetitive business practices, or fraud, felony, or antitrust violation, brought against Adam Elijah Bishop in the past 10 years. *See* Exhibit “11.”
- f. Victor Bradley - There have not been any charges of unfair or deceptive or anticompetitive business practices, or fraud, felony, or antitrust violation, brought against Victor Bradley in the past 10 years. *See* Exhibit “12.”
- g. Robbie L. Gilbert - There have not been any charges of unfair or deceptive or anticompetitive business practices, or fraud, felony, or antitrust violation, brought against Robbie L. Gilbert in the past 10 years. *See* Exhibit “13.”

- h. Brian Dean Lander - There have not been any charges of unfair or deceptive or anticompetitive business practices, or fraud, felony, or antitrust violation, brought against Brian Dean Lander in the past 10 years. *See* Exhibit “14.”
- i. Gregory J. Kirian - There have not been any charges of unfair or deceptive or anticompetitive business practices, or fraud, felony, or antitrust violation, brought against Gregory J. Kirian in the past 10 years. *See* Exhibit “15.”
- j. Michael N. Magor - There have not been any charges of unfair or deceptive or anticompetitive business practices, or fraud, felony, or antitrust violation, brought against Michael N. Magor in the past 10 years. *See* Exhibit “16.”
- k. Peter B. Tutak - There have not been any charges of unfair or deceptive or anticompetitive business practices, or fraud, felony, or antitrust violation, brought against Peter B. Tutak in the past 10 years. *See* Exhibit “17.”
- l. Richard S. Salter - There have not been any charges of unfair or deceptive or anticompetitive business practices, or fraud, felony, or antitrust violation, brought against Richard S. Salter in the past 10 years. *See* Exhibit “18.”

P. Aircraft Accidents or Incidents

This includes all accidents and incidents as defined in the National Transportation Safety Board Regulations, 49 C.F.R. §830.2 experienced by MAC or its personnel, or

any relevant corporation,²⁵ which occurred either during the year preceding the date of application or at any time in the past and which remain under investigation by the FAA, the NTSB, or by MAC itself.

1. MAC - MAC has not experienced any aircraft accidents or incidents (as defined in the National Transportation Safety Board Regulations, 49 C.F.R. §830.2), which occurred either during the year preceding the date of MAC's application or at any time in the past and which remain under investigation by the FAA, the NTSB, or by MAC Itself. *See* Exhibit "23."
2. MAC Personnel
 - a. Michael Bandalan has not experienced any aircraft accidents or incidents (as defined in the National Transportation Safety Board Regulations, 49 C.F.R. §830.2) which occurred either during the year preceding the date of MAC's application or at any time in the past and which remain under investigation by the FAA, the NTSB, or by MAC itself. *See* Exhibit "7."

²⁵ Section 204.2(k) of The DOT's regulations, 14 C.F.R. § 204.2(k) defines the term "relevant Corporation" as

[T]applicant or air carrier, any subsidiary thereof, any predecessor thereof (*i.e.*, any air carrier in which any directors, principal officers or persons having a substantial interest have or once had a substantial interest), and any company (including a sole proprietorship or partnership) which has a significant financial or managerial influence on the applicant or air carrier. The latter includes:

- (1) Any company (including a sole proprietorship or partnership) holding more than 50 percent of the outstanding voting stock of the applicant or air carrier; and
- (2) Any company (including a sole proprietorship or partnership) holding between 20 percent and 50 percent of the outstanding voting stock of the applicant or air carrier and which has significant influence over the applicant or air carrier as indicated, for example, by 25 percent representation on the board of directors, participation in policy-making processes, substantial inter-company transactions, or managerial personnel with common responsibilities in both companies.

- b. Mary Ann Armstrong has not experienced any aircraft accidents or incidents (as defined in the National Transportation Safety Board Regulations, 49 C.F.R. §830.2) which occurred either during the year preceding the date of MAC's application or at any time in the past and which remain under investigation by the FAA, the NTSB, or by MAC itself. *See Exhibit "8."*
- c. Kenneth L. Troyer has not experienced any aircraft accidents or incidents (as defined in the National Transportation Safety Board Regulations, 49 C.F.R. §830.2) which occurred either during the year preceding the date of MAC's application or at any time in the past and which remain under investigation by the FAA, the NTSB, or by MAC itself. *See Exhibit "9."*
- d. Christina H. McMahon has not experienced any aircraft accidents or incidents (as defined in the National Transportation Safety Board Regulations, 49 C.F.R. §830.2) which occurred either during the year preceding the date of MAC's application or at any time in the past and which remain under investigation by the FAA, the NTSB, or by MAC itself. *See Exhibit "10."*
- e. Adam Elijah Bishop has not experienced any aircraft accidents or incidents (as defined in the National Transportation Safety Board Regulations, 49 C.F.R. §830.2) which occurred either during the year preceding the date of MAC's application or at any time in the past and which remain under investigation by the FAA, the NTSB, or by MAC itself. *See Exhibit "11."*

- f. Victor Bradley has not experienced any aircraft accidents or incidents (as defined in the National Transportation Safety Board Regulations, 49 C.F.R. §830.2) which occurred either during the year preceding the date of MAC's application or at any time in the past and which remain under investigation by the FAA, the NTSB, or by MAC itself. *See* Exhibit "12."
- g. Robbie L. Gilbert has not experienced any aircraft accidents or incidents (as defined in the National Transportation Safety Board Regulations, 49 C.F.R. §830.2) which occurred either during the year preceding the date of MAC's application or at any time in the past and which remain under investigation by the FAA, the NTSB, or by MAC itself. *See* Exhibit "13."
- h. Brian Dean Lander has not experienced any aircraft accidents or incidents (as defined in the National Transportation Safety Board Regulations, 49 C.F.R. §830.2) which occurred either during the year preceding the date of MAC's application or at any time in the past and which remain under investigation by the FAA, the NTSB, or by MAC itself. *See* Exhibit "14."
- i. Gregory J. Kirian has not experienced any aircraft accidents or incidents (as defined in the National Transportation Safety Board Regulations, 49 C.F.R. §830.2) which occurred either during the year preceding the date of MAC's application or at any time in the past and which remain under investigation by the FAA, the NTSB, or by MAC itself. *See* Exhibit "15."
- j. Michael N. Magor has not experienced any aircraft accidents or incidents (as defined in the National Transportation Safety Board Regulations, 49 C.F.R. §830.2) which occurred either during the year preceding the date of

MAC's application or at any time in the past and which remain under investigation by the FAA, the NTSB, or by MAC itself. *See* Exhibit "16."

k. Peter B. Tutak has not experienced any aircraft accidents or incidents (as defined in the National Transportation Safety Board Regulations, 49 C.F.R. §830.2) which occurred either during the year preceding the date of MAC's application or at any time in the past and which remain under investigation by the FAA, the NTSB, or by MAC itself. *See* Exhibit "17."

l. Richard S. Salter has not experienced any aircraft accidents or incidents (as defined in the National Transportation Safety Board Regulations, 49 C.F.R. §830.2) which occurred either during the year preceding the date of MAC's application or at any time in the past and which remain under investigation by the FAA, the NTSB, or by MAC itself. *See* Exhibit "18."

3. AirT, which wholly owns MAC and its other subsidiaries, has not experienced any aircraft accidents or incidents (as defined in the National Transportation Safety Board Regulations, 49 C.F.R. §830.2), which occurred either during the year preceding the date of MAC's application or at any time in the past and which remain under investigation by the FAA, the NTSB, or by AirT itself. *See* Exhibit "24."

Q. The Federal, State and Foreign Authority Under Which Mountain Air Cargo, Inc., Inc. Conducts Transportation Operations

1. MAC currently operates interstate non-scheduled all-cargo flights in air transportation under parts 121 and 135 of the FAA regulations. MAC also operates foreign non-scheduled all-cargo flights in air transportation under parts 121 and 135 of the FAA regulations. The Pacific CMO, located at 7181

Amigo Street, Suite 180 Las Vegas, NV 89119, is responsible for overseeing MAC's operations.

2. The Certification Project Manager, FAA Flight Standards Service, Safety and Analysis Promotion Division (AFS-900) is responsible for processing MAC's application for part 121 air carrier Operations Specifications, which are needed to conduct MAC's proposed foreign non-scheduled all-cargo flights in air transportation as an air carrier.

R. Description of Federal, State and Foreign Transportation Authority

If MAC's Application for authority to engage in foreign non-scheduled all-cargo flights in air transportation as an air carrier under 49 U.S.C. §41102 is granted, it will conduct the following service:

1. MAC will operate ATR-42 and ATR-72 aircraft flying daily small-package cargo routes to and from points in the Eastern and upper Midwest portions of the United States to points in the Caribbean, i.e., Bahamas, Saint Lucia, Trinidad, Puerto Rico.

S. Description of Service and Projections

MAC's Forecast Balance Sheet and Forecast Income Statement show the projected results for the first full year of normalized operations with large aircraft, using one ATR72-600 aircraft,²⁶

V. AirT, Inc.

²⁶ The Forecast Balance Sheet and Forecast Income Statement required by 14 C.F.R. §204.3(t), are attached as Exhibit "27."

A. AirT is a holding company with a portfolio of operating businesses and financial assets. The company is a United States citizen. A copy of AirT's Affidavit of United States citizenship is attached as Exhibit "27." AirT holds a substantial interest (defined as beneficial control of 10% percent or more of the outstanding voting stock) in MAC.

1. Specifically, AirT owns 100% of MAC²⁷ and of its other subsidiaries.
2. AirT's other wholly subsidiaries include: Air T's subsidiaries are listed in the attached chart. A narrative on each follows below.
 - a. Air T Funding Trust - The Trust issued Air T's trust preferred securities (AIRTP) and the corresponding warrants (AIRTW).
 - b. Air T Global Leasing (hereafter "ATGL") – ATGL is Air T's equipment leasing arm.
 - c. BCCM and related entities - BCCM is an alternative asset management firm focused on small and mid-cap equity markets.
 - d. CSA Air – CSA holds an air carrier certificate issued under part 119 of the FAA regulations, 14 C.F.R. part 119, and operations specifications issued under part 135 of the FAA regulations, 14 C.F.R. part 135. CSA based in Kingsford, Michigan. CSA's main base is Ford Airport in Iron Mountain, Michigan. Like MAC, CSA has a long-standing relationship with FedEx, and is one of seven companies in the U.S. that are under contract with FedEx as North American Feeder

²⁷ See Exhibits "21 and "22."

airlines. CSA operates and maintains Cessna Caravan, aircraft that fly daily small-package cargo routes in Michigan, Wisconsin, Indiana and South Dakota. CSA's revenues are derived principally pursuant to "dry-lease" service contracts with FedEx. In these "dry- lease" contracts, FedEx provides the aircraft and CSA provides its own crew and exercise operational control of the flights.

- e. Delphax Solutions (hereafter "DSI") and Graphoptix - DSI is a printing equipment manufacturer and maintenance provider. GPX also maintenance for printing equipment.
- f. Global Ground Support (hereafter GGS") – GGS, which is located in Olathe, Kansas, manufactures, sells and services aircraft deicers and other specialized equipment sold to domestic and international passenger and cargo airlines, ground handling companies, the United States Air Force ("USAF"), airports and industrial customers. GGS's product line includes aircraft deicers, scissor-type lifts, military, and civilian decontamination units, flight-line tow tractors, glycol recovery vehicles and other specialized equipment.
- g. Contrail Asset Management (hereafter "CAM") and related entities - CAM is an asset management platform that acquires commercial aircraft and jet engines for leasing, trading, and disassemble.

- h. Stratus Aero Partners – It is a holding company with a portfolio of companies in the airplane and aviation parts distribution and sales industry.
- i. Jet Yard & Jet Yard Solutions – The company offers commercial aircraft storage, storage maintenance and aircraft disassembly/part-out services. Jet Yard & Jet Yard Solutions is the holder of a Repair Station Certificate, issued under part 145 of the FAA regulations (14 C.F.R. part 145).
- j. AirCo, AirCo Services and related entities – AirCo and AirCo Services are two separate companies. AirCo and its related entities operate an established business offering commercial aircraft parts sales, exchanges, procurement services, and consignment programs. AirCo Services operates an established business offering commercial aircraft overhaul and repair services. AirCo Services, holds a Repair Station Certificate, issued under part 145 of the FAA regulation, 14 C.F.R. part 145, and is a European Aviation Safety Agency (EASA) Part 145 – Approved Maintenance Organization. AirCo’s FAA and EASA authority covers aircraft instrumentation, avionics, and a range of electrical accessories for civilian, military transport, regional/commuter and business/commercial jet and turboprop aircraft.
- k. Air’Zona Acquisition and Air’Zona Aircraft Services – The company offers aircraft maintenance and fueling services at Kingman Airport, Mohave County, Arizona. Air’Zona holds a Repair Station Certificate issued under part 145 of the FAA regulations (14 C.F.R. part 145).

- l. Contrail Aviation Support and related entities - Contrail acquires commercial aircraft, jet engines and components for the purposes of sale, trading, leasing, and disassembly/overhaul. The company primarily focuses on CFM International CFM56-3/-5/-7 engines and the International Aero Engines V2500A5 engine, which power the Boeing 737 Classic / 737 NG and the Airbus A320 family—the two most prevalent narrow body, single aisle aircraft that currently are flown commercially. Contrail holds an ASA-100 accreditation from the Aviation Suppliers Association.
- m. Worthington Aviation and related entities (hereafter “Worthington”) - Worthington is an established business that supplies spare parts, repair programs, and aircraft maintenance services to the global aviation community of regional and business aircraft fleets. Worthington operates two FAA and EASA Certificated Repair Stations.
 - i. The Tulsa maintenance, Repair Station provides composite aircraft structures, repair, and support services.
 - ii. The Eagan, Minnesota-based Repair Station, Worthington Repair Services offers a wide range of capabilities for repair and overhaul of airframe, accessories, and power plant components in support of external as well as internal sales.
- n. Air T Opportunity Zone 1, 2, 3 (hereafter “OZ”) - Z funds are funds created to deploy investment capital in established opportunity zones.

- o. Space Age Insurance Company (hereafter SAIC”) - SAIC insures risks of AirT and its subsidiaries that were not previously insured by the various AirT insurance programs (including the risk of loss of key customers and contacts, administrative actions and regulatory changes).
- p. Ambry Hill Technologies (hereafter “AHT”) - AHT is an information technology company offering software and consulting solutions for the aviation industry.
- q. Giant Jump – The company is an asset manager for internal AirT capital focused on marketable securities.
- r. Air T Ag Lending and related entities – The company is an organization dedicated to lending against high quality farmland throughout the Midwest region of the United States.

B. AirT’s most recent proxy statement shows that the following individuals and business entities are owners of 5% or more of AirT’s common stock as of June 29, 2021.²⁸

<u>Name</u>	<u>No. of Common Shares Owned</u>	<u>Percent of Common Shares</u>
AO Partners, L.L.P. <i>et al</i>	1,324,546	45.96%
Farnum Street Partners, L.P. <i>et al</i>	461,025	15.99%
Renaissance Technologies LLC <i>et al</i>	185,211	6.42%

C. Copies of the last three years of AirT’s 10K Annual Reports and copies of recently filed 10K Quarterly Reports, as necessary to show the financial condition

²⁸ A copy of the referenced pages of AirT’s Proxy Statement is attached as Exhibit “27.”

and results of operations of the enterprise current to within three (3) months of the date of the filing of the application can be retrieved by going to the following links:

[AIRT 10K 3/31/21](#)

[AIRT 10K 3/31/20](#)

[AIRT 10K 3/31/19](#)

[AIRT 10Q 6/30/21](#)

VI. Energy Statement

- A. MAC asserts that the proposed operations will not cause a near-term net annual change in aircraft fuel consumption of 10 million (10,000,000) gallons or more compared to the probable consumption of fuel were the action not to be taken.²⁹

VII. Counterpart of Agreement 18900 (OST Form 4523)

- A. A signed Counterpart of Agreement 18900 (OST Form 4523) is attached as Exhibit “30.”

VIII. Title 18 U.S.C. § 1001 Certification

- A. Mountain Air Cargo, Inc.’s signed certification, pursuant to 18 U.S.C. § 1001, is attached as Exhibit “31.”

²⁹ Specifically, MAC’s Fuel Summary Report for the period of 1/1/2020 to 12/31/20, a copy of which is attached as Exhibit “28,” provides that the total fuel consumed for the period was only 2,258,455; MAC’s Fuel Summary Report for the period of 1/1/2121 to 9/23/2121, a copy of which is attached as Exhibit “29,” provides that the total fuel consumed for the period was only 1,694,122 gallons.

IX. LIST OF THE NAMES AND ADDRESSES OF ALL PERSONS SERVED IN ACCORDANCE WITH 14 C.F.R. § 302.203

List of Persons Who Have Been Served in Accordance with 14 C.F.R. § 302.203(a)(2)

1. David F. Gillen
Certification Project Manager
FAA Flight Standards Service
Safety and Analysis Promotion Division
13873 Park center Road, Suite 160
Herndon, VA 30171
Email address - david.f.gillen@faa.gov

List of U.S. Air Carriers that Have Been Served in Accordance with 14 C.F.R. §§ 302.203(A)(1) and 302.203(B)(1) by country.

BAHAMAS	
AIRLINE	EMAIL CONTACT
Air Unlimited Airline	info@flyairunlimited.com
American Airlines	doug.parker@aa.com CEO - Doug Parker
Aztec Airways	charter@aztecairways.com
Silver Airways	steve.rossum@silverairways.com
Makers Air	info@makersair.com
Tropic Ocean Airways	reservations@flytropic.com
Delta Airlines	edward.bastian@delta.com CEO - Edward Bastian
Frontier Airlines	barry.biffle@flyfrontier.com CEO Barry Biffle
JetBlue	robin.hayes@jetblue.com CEO - Robin Hayes
Western Air	rexrolle@westernairbahamas.com CEO Rex Rolle
InterCaribbean Airways	trevorsadler@intercaribbean.com CEO Trever Sadler
Envoy	pedro.fabregas@aa.com CEO Pedro Fabregas
United Airlines	scott.kirby@united.com CEO-Scott Kirby
Sunrise Airlines	stevemiller@gmail.com CEO Steve Miller
IBC Airways	joseph.costigan@ibcairways.com CEO Joseph Costigan
IFL Group	mchurch@iflgroup.com President Michael Church
Florida Air Cargo	secretary@floridaaircargo.com
Conquest Air	support@conquesrtaircargo.com
Amerijet	sales@amerijet.com CEO Tim Strauess

Puerto Rico	
AIRLINE	EMAIL CONTACT
Spirit Airlines	ted.christie@spirit.com CEO - Ted Christie
United Airlines	scott.kirby@united.com Ceo-Scott Kirby
Jet Blue Airlines	robin.hayes@jetblue.com CEO - Robin Hayes
IFL Group	mchurch@iflgroup.com President Michael Church
Cape Air	careteam@capeair.com President - Dan Wolf
American	doug.parker@aa.com CEO - Doug Parker
Ameriflight	pchase@ameriflight.com
Silver Airways	steve.rossum@silverairways.com
Southwest	gary.kelly@wnco.com CEO - Gary Kelly
Delta	edward.bastian@delta.com CEO - Edward Bastian
FedEx	fredrick.smith@fedex.com CEO - Fred Smith
Air Cargo Carriers	steven.altnau@aircar.com President - Steven Altnau
UPS	cbtome@ups.com CEO - Carol Tome
Northern Air Cargo	customercare@nac.aero CEO - David Karp
ABX Air	marketing@abxair.com President - Rich Corrado
Wiggins	Dnixon@wiggins-air.com President - Donna Nixion

SAINT LUCIA

AIRLINE	EMAIL CONTACT
American Airlines	doug.parker@aa.com CEO - Doug Parker
Delta Airlines	edward.bastian@delta.com CEO - Edward Bastian
JetBlue Airlines	robin.hayes@jetblue.com CEO - Robin Hayes
United Airlines	scott.kirby@united.com Ceo-Scott Kirby
British Airways	ceoemail@connectotel.com CEO - Keith Williams
Intercaribbean Airways	trevorsadler@intercaribbean.com CEO Trever Sadler
AmeriFlight	pchase@ameriflight.com
AmeriJet	sales@amerijet.com CEO Tim Strauess

TRINIDAD

AIRLINE	EMAIL CONTACT
United Airlines	scott.kirby@united.com Ceo-Scott Kirby
Jet Blue	robin.hayes@jetblue.com CEO - Robin Hayes
American Airlines	doug.parker@aa.com CEO - Doug Parker
DHL	Greg.Hewitt@dhl.com CEO - Greg Hewitt
Ameriflight	pchase@ameriflight.com
Amerijet	sales@amerijet.com CEO Tim Strauess

List of Airport Authorities that Have Been Served in Accordance with 14 C.F.R. §§ 302.203(A)(1) and 302.203(B)(2)

1. Mario Rodriguez
Executive Director
Indianapolis International Airport
800 Col. H. Weir Cook Memorial Drive
Indianapolis, IN 46241
Email address – lbierman@ind.com
2. Daniel Letellier
Executive Director
Joe Foss Field
2801 Jaycee Lane
Sioux Falls, SD 57104
Email address - airport@sfairport.com
3. John C. Reed
Executive Director
Rochester International Airport
Helgerson Dr. SW
Rochester, MN 55902
Email address - kclaussen@flyrst.com
4. Charles J. Goodwin
Manager
Rickenbacker International Airport
7250 Star Check Dr.
Columbus, OH 43217-1025
Email address - cgoodwin@columbusairports.com
5. Martin Lenss
Director of Airport
The Eastern Iowa Airport
2515 Arthur Collins Pkwy SW
Cedar Rapids, IA 52404 - 8952
Email address - t.gibbs@flycid.com
6. William Vanecek
Director of Aviation
Buffalo Niagara International Airport
4200 Genesee St.
Buffalo, NY 14225
Email address - lee.weitz@nfta.com

7. Tom Werner
Manager
Duluth International Airport
4701 Grinden Dr.
Duluth, MN 55811
Email address - mpapko@duluthairport.com
8. Brian Ryks
Executive Director
Minneapolis-St. Paul International Airport
6040 28th Ave South
Minneapolis, MN 55450
Email address - roy.fuhrmann@mspmac.org
9. Garry Broughton
Interim Airport Director
Wilmington International Airport
1740 Airport Blvd
Wilmington, NC 28405
Email address - ksmith@flyilm.com
10. Michael Languth
President and Chief Executive Officer
Raleigh-Durham International Airport
Raleigh-Durham Airport Auth
P.O. Box 80001
Rdu Airport, NC 27623
Email address - operations@rdu.com
11. Andrew Shorter
Manager
Coastal Carolina Regional Airport
200 Terminal Drive
New Bern, NC 28562-6455
Email address - ashorter@newbernairport.com
12. Scott Van Moppes
Manager
Myrtle Beach International Airport
1100 Jetport Rd
Myrtle Beach, SC 29577
Email address - myropctr@horrycounty.org
13. Michael Gula
Manager

Columbia Metro Airport
3250 Airport Blvd.
Suite 10
West Columbia, SC 29170
Email address - c.zimmerman@flycae.com

14. Kevin Baker
Executive Director
Piedmont Triad International Airport
1000A Ted Johnson Pkwy.
Greensboro, NC 27409
Email address - bishopc@gsoair.org
15. Henry Thompson
Manager
Shreveport Regional Airport
5103 Hollywood Ave
Suite 300
Shreveport, LA 71109
Email address - mark.crawford@shreveportla.gov
16. Christian Childs
Manager
Fort Worth Alliance Airport
2221 Alliance Blvd
Suite 100
Fort Worth, TX 76177
Email address - fbocustomerservice@hillwood.com
17. Scott A. Brockman
President and Chief Executive Officer
Memphis International Airport
2491 Winchester Rd.
Suite 113
Memphis, TN 38116-3856
Email address - rjacobs@flymemphis.com
18. Nick Keller
Airport Director
Yeager Airport
100 Airport Road
Suite 175
Charleston, WV 25311
Email address - r_kennedy@yegarairport.com

19. Ronald Mathieu
President and CEO
Birmingham-Shuttlesworth International Airport
Birmingham Airport Authority
5900 Messer Airport Hwy
Birmingham, AL 35212
Email address - swilson@flybirmingham.com
20. Ralph Cutie
Director and Chief Executive Officer
Miami International Airport
Miami - Dade Aviation Department
P.O. Box 025504
Miami, FL 33102-5504
Email address - erodriguez@flymia.com
21. David Pollard
Interim Director of Aviation
Tallahassee International Airport
3300 Capital Circle SW
Tallahassee, FL 32310
Email address - aviationoperations@talgov.com
22. Elliott Summey
Manager?
Charleston AFB/International Airport
5500 International Blvd
Charleston, SC 29418
23. Charles Butcher
Airport Director
Monroe Regional Airport
5400 Operations Rd.
Monroe, LA 71203
Email address - dorea.elmadih@ci.monroe.la.us
24. Nassau Airport Development Company
Lynden Pindling International Airport
PO BOX AP59229
Lynden Pindling International Airport
Email address - operations@nas.bs
25. Jose Riollano
Rafael Hernandez Airport
Box 250466
Aguadilla, PR 00604-0466

Email address - webmaster@ogp.pr.gov

26. Kris Holder
Piarco International Airport
Golden Grove Rd.
Piarco, Trinidad & Tobago
Email address - AATT@tntairports.com
27. Khalid Bahhur
Commissioner
Cleveland-Hopkins International Airport
Po Box 81009
5300 Riverside Dr.
Cleveland, OH 44181-3130
Email address - drad@clevelandairport.com
28. Derek Martin
Erie International/Tom Ridge Field
4411 W 12th St.
Erie, PA 16505
Email address - info@erieairport.org
29. Glen Kelly
Airport Manager
Mid-Ohio Valley Regional Airport
Route 31 & Airport Road
Box 4089
Williamstown, WV 26187
Email address - deputymanager@flymov.com
30. David Daniels
Dare County Regional Airport
410 Airport Road
Manteo, NC 27954-9110
Email address - airportops@darenc.com
31. Robert Bowen
Executive Director
Norfolk International Airport
2200 Norview Ave.
Norfolk, VA 23518-5807
Email address - seschell@norfolkairport.com
32. Tom Cockran
Airport Manager

Raleigh County Memorial Airport
176 Airport Circle
Rm 105
Beaver, WV 25813
Email address - tcochran@suddenlinkmail.com

33. Brent Brown
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34. Richard Howell
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36. James Gill
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44. Frantz Thodiard
Chairman of the Board
Aime Cesaire Airport
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Martinique, West Indies, France

WHEREFORE, Mountain Air Cargo, Inc. respectfully requests that the Department issue a Certificate of Convenience and Necessity authorizing it to engage in foreign non-scheduled all-cargo air transportation.

Submitted: October 2 , 2021

Michael Bandalan

Michael Bandalan

Chief Executive Officer, President,
Member of the Board of Directors, and
Duly Authorized Representative of
Mountain Air Cargo, Inc.

CERTIFICATE OF SERVICE

I hereby certify that on October 2, 2021, in accordance with the requirements set forth in 14 C.F.R. § 302.3(a)(1), I served a copy of Mountain Air Cargo, Inc.'s Application for a Certificate of Public Convenience and Necessity to engage in foreign non-scheduled all-cargo air transportation as an air carrier on The Office of Dockets, U.S. Department of Transportation, by electronic means using the process set at <http://www.regulations.gov>

I further certify that on October 2, 2021, I served a copy of Mountain Air Cargo, Inc.'s Application for a Certificate of Public Convenience and Necessity to engage in foreign non-scheduled all-cargo air transportation as an air carrier, by electronic mail, on Lauralyn Remo, Chief, Department of Transportation Air Carrier Fitness Division, at laura.remo@dot.gov,

I further certify on October 2, 2021, I served a copy of Mountain Air Cargo, Inc.'s Application for a Certificate of Public Convenience and Necessity to engage in foreign non-scheduled all-cargo air transportation as an air carrier, by electronic mail, on David F. Gillen, Certification Project Manager, FAA Flight Standards Service, Safety and Analysis Promotion Division, david.f.gillen@faa.gov ,

/s/ Martha W. Johns

Martha W. Johns - Paralegal